Draft Minutes

SOUTHERN CALIFORNIA INTELLIGENT TRANSPORTATION SYSTEM (ITS)
PRIORITY CORRIDOR STEERING COMMITTEE MEETING
Tuesday, April 4, 2000
Host: City of Anaheim
201 South Anaheim Blvd, Basement Lunchroom C
Anaheim

Networking 9:30-10:00 AM
Regular Meeting: **10:00 A.M.– 2:00 P.M.**

LUNCH will be ordered off a menu before the start of the meeting and brought in at approximately 11:30. We will have a working lunch with about a 15-minute break. Please try to have some change as we will collect for lunch as we make our selections.

1	Welcome and Self Introductions

John Thai gave a presentation on what is happening in ITS in Anaheim. Highlights-traffic system updates. UTCS upgrades are almost completed. Haven't had a major systems upgrade in 7 or 8 years. SCOOT update was done a few months ago. Upgrades traffic signals from 1200 bauds to 4800 bauds. In the future, they are trying to migrate away from their traffic controllers to the 2070 controllers. All replacements and new signals are 2070 controllers. They used to have separate switches for CCTV, CMS etc and they are trying to move everything to in integrated work station. Working closely with Caltrans to assist with the I-5 widening. April is the goal to having everything finished to coincide with Disney's 45th anniversary. They are working with District 12 on a decision support system. Based on a database structure and a decision support system, response plans are being developed. They are waiting for a fiber connection from District 12 to complete the project. They may migrate from UTCS when everything is complete in four or five years. The interface to the TravelTIP system is going well. The UTCS is ready to go integration with TravelTIP.

Dean Delgado, OCTA, gave a short presentation on TravelTIP. Part of TravelTIP will be operational in May. They've been working hard to get things wrapped up. Their original vision was that when the switch went on everything would be up and running. Currently, the basic system will start up in May and over the summer months more features would be available. They are migrating to a Multisonics and Econolite systems to have coverage over the entire county. Anaheim, Santa Ana and City of Irvine TMCs need to be added in also. In May half the systems and county should be online. Caltrans, District 12, TMC should be connected within the next few months as well. The District has been very cooperative. Unique to Orange County, new agencies came on-board after the project had started and they have been working with those entities to give them work stations so they could enter data. They have a mock-up of the web page and the kiosk page and circulating that through their marketing department for final design. The telephone number is also being worked on by their Marketing department. They are heading towards one number with one area code. (They currently have four area codes within Orange County with two more coming up.) District 12 freeway data and a few of the city's arterial data, and a web page should be available in May. Their marketing department is working activities to promote TravelTIP. The TravelTIP marketing effort and the MDI marketing efforts are being kept separate. When MDI is operational, TravelTIP will be just one distribution node on the MDI.

MDI is lagging a little behind TravelTIP, they are trying to wrap up the design elements in the MDI. The broker is meeting with the designers to complete everything and it is more user friendly for the ISP's. They are also working on outreach, trying to recruit more ISPs and advertising. When June arrives, we should have more to show the Steering Committee and they can plug in and take off once TravelTIP is up and

running. Media feeds will come from the TAAN. They can also access the web page and the telephone system. The workstation could be set up for anyone who wants one.

John Duve, Chair, SANDAG, talked about the N11 telephone number concept. John said we might want to look at how we can bring individual traveler information numbers into a universal N11 number as it becomes available.

Bob Huddy, SCAG, vice-chair, first live data will be on the Palm Pilots by Thursday for a presentation to his board. They are beta testing this software.

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2 **Steering Committee Business and Chairman's Report**
(John Duve , Chair; Tom West, Vice Chair; Bob Huddy, Vice Chair)

Consent Item - Synopsis of the March 7, 2000, Steering Committee Meeting
Under discussion of Caltrans moratorium, second bullet, last sentence. Ross Cather, Caltrans, questioned this bullet and John, Chair, said we could amend that sentence to reflect a more accurate comment.
Peter Liu, LACMTA, questioned our support of the CAATS initiative since it called for spending $400M for ISSC to build a statewide system. John, Chair, said that that was the Governor's initiative not CAATS. Bob Huddy moved to approve, John Thai, City of Anaheim, seconded. Approved unanimously.

Caltrans' Moratorium

John Duve, Chair, said there had been a lot of independent discussions among Steering Committee members with ISSC. The discussions are progressing and he thinks we are getting somewhere but nothing in writing has been prepared. John Duve, Chair, asked committee members to share their discussions if they wished.

Tom West, Caltrans, Vice-Chair, said Gilbert has approached local agencies and some of the Districts independently since the January Steering Committee meeting. Tom feels we are moving forward in a positive direction. Tom is trying to determine how to get ISSC involved as a cooperative partner instead of just dictating to us. He doesn't think we should stop or stall anything we are doing in fear of being turned down during the approval process. Gilbert has continued to say he has not stopped the work on any Showcase project. ATMS is another concern that they are working very vigorously on.

John Duve, Chair, stated that our position is still that we have contracted this work to be done, it has been agreed to and underway, and there shouldn't be any reason to stop it. Anything we contracted for should not be under the moratorium. The ATMS is under different constraints.

Frank Quon, Caltrans, said they are working hard to complete the work on the ATMS 2 by June 30. They are working under the assumption that they don't have to go back and get further approvals. They are moving forward. In relation to the new TMC, they will seek exemption to the process. They are working day to day and not stopping any of their work. ISSC is playing a different role than they have been in the past. They are trying to be a bigger stakeholder than in the past.

Bob Huddy, Vice-chair, SCAG, said there is a learning curve issue. ISSC is not familiar with the national architecture and funding cycles at both the local and state levels. ISSC says they will not interfere with our connecting to the Caltrans' WAN.

Peter Liu, LACMTA, has had two meetings with Gilbert Tafoya, Caltrans,—one with top management and one with middle management. They are concerned because they don't know the impact to IMAJINE. There are three issues:

- ISSC likes to work with local agencies. They have a work order all written up and are ready to work with LACMTA as soon as LACMTA decides they want to.
- One of the most important products for IMAJINE is Caltrans information and they still can't get Caltrans information. Whatever ISSC can do, they still can't get information from District 7. District 7 is different from District 4 so whatever ISSC did for District 4 may not work for District 7.
- ISSCs future intent is to use our information for business applications. They will store everything they get. ISSC envisions using only one TMC for the entire state.

Peter Liu, LACMTA, feels their understanding is not complete about transportation operations and how they operate. LACMTA is concerned for their several million dollars they have already invested in fiber. ISSC says they don't need fiber. Peter would still like to work with District 7 and adjacent counties to get information for IMAJINE. ISSC wants IMAJINE to be a demonstration of how ISSCs technology can work. Their offer is only for LACMTA not for other entities or projects. Peter does not know if there will be future charges. He is not sure if ISSC plans to scrap everything already developed or build on top of what's been developed for Showcase.

Ross Cather, Caltrans, said we should not discount what ISSC can do for us. They could offer us a lot of value.

John Duve, Chair, requested that whenever people have meetings with ISSC that they try to include Tom West, Vice-chair, Caltrans, in the meetings as our representative.

Submittal of Showcase Inputs on CORBA to OMG.

In a video conference, it was agreed that although our consultants participate in this conference, they may not be in a position to adequately represent us. John proposes that we should submit our CORBA architecture to OMG and see if we can put that in as a baseline. John would take an action to write a letter submitting CORBA on behalf of the Steering Committee offering our work as a baseline. Ali Zaghari, Showcase project director, is also involved in this effort. John is looking for the Committee's agreement that this supported by everyone. Normally, if work is submitted, it is placed in the public domain, however, we would offer it up with the idea that it would be held secure. We would ask that it be protected in some form. We are not in a position is just give it up to everyone. It is not done yet and they can investigate it without having to make it public property. John made this request in the form of a motion. Jim Kerr, NET, said it should also be sent to . Ross made the motion to direct John to send a letter with the caveat that it be held secure. Frank Quon, Caltrans, seconded the motion. Passed unamously.

New Directions: The Strategic Deployment Guide for the Southern California ITS Priority Corridor

George Smith, Caltrans, stated he was unable to get the document out on Friday so everyone would have time to review it and approve it at today's meeting. After approval of the Guide, George said he will need to add the appendices and edit the comprehensive CVO element, which the CVO subcommittee has already approved. The CVO chapter in the guide is fine. (The CVO subcommittee asked that if changes in the institutional arrangements are made in the main document-the Guide, the CVO element will be edited to reflect those changes.) Bob Huddy, vice chair, SCAG, asked for a continuation until next month for approval of the Guide. Ross Cather, Caltrans, supported this request. Any comments should be directed to Bob Huddy, vice-chair, SCAG and/or George Smith, Caltrans. Bob's ad hoc task force will make final editorial changes in the institutional language. In response to Ross's questions, George said the" final final" should be available by July, and that he will work with the Outreach Subcommittee to bring it about. The cover approved by the Committee will be included.

Governor's Initiative

John Duve, Chair, gave a brief summary of the Governor's Initiative and CAATS involvement. CAATS submitted a four page document that showed things we could do immediately to enable Caltrans to operate the freeways more efficiently. Many of these projects are already part of the Caltrans' standardization plan. $200M was to go immediately to Caltans to activate the standardization plan. $250 M to local regions/agencies to do the same type of thing to better manage traffic and tap into the Caltrans' network. $50M for CHP to advance accident investigation through the use of new cameras. There was $50M to design private sector types of things—looking a some ways to produce information about arterials and freeways that might be privatized and traveler information. The money is to enable better management of the system and information distribution to the public without having to pour concrete. The Governor is going to take an action in a week or so about which projects have been chosen . There may be further applications in the coming months.

3	**Showcase Program and Project Director's Report**
	Showcase Project Director Ali Zaghari

Status of Showcase Program and Projects

Jim Kerr, NET, gave a summary of Phase III. Currently doing Version 1.0 functional specifications. Version.3 Kernel is being delivered to the integration site now. The primary effort is the functional specifications. The communications high level design document has to be translated into a deployment in June 2000. Next month, Jim will make a presentation and what can be done to address delays (weeks not months). If anyone has any suggestions, give them to him within the next two weeks. The High Level Design document is based on an original promise to be able to use the Caltrans' WAN. We need to determine what we can and cannot do on the Caltrans' WAN. As soon as the document is final, we will provide the documentation ISSC needs to determine if they will provide the support promised.

Jim Kerr, NET, asked how they should approach ISSC on this issue of installing the Kernel on State property. Tom West, Vice-chair, Caltrans, stated we should provide the information as a follow-up to the commitment. John Duve, Chair, SANDAG, stated our original agreement was to connect the four TMCs and Caltrnas would provide the connection. Originally, there was no Caltrans WAN.

John Duve, Chair, asked if there was any way to have ISSC's decision by the next meeting. Jim Kerr, NET, was unsure if this was possible. Ross Cather, Caltrans, said there should be an action item for next month to determine whether we wait for ISSC's WAN to be available or go ahead and find another supplier and move ahead. Ali Zaghari, Project Director, asked for time to determine costs of going with an alternate supplier.

Ali Zaghari, Project Director, updated the Committee on the Showcase Projects. (Power Point presentation available from Ali and Fact Sheets are available on the Web site.)

Bob Huddy asked that the schedule and costs be mapped out to June 2001 so that we can see if we have time and staff and money to deliver everything by June 2001 when the budget runs out. John asked that Bob work with Ali to prepare this timeline and define the undefined projects.

Draft Configuration Management Plan

TransCore gave a presentation on the Configuration Management Plan. (Power Point presentation available from Mike Krueger or Randy Woolley.) They are currently developing the plan for approval. Setting up a Change Control Board is a vital part of configuration management. This needs to be done soon.

CVOATIS -bidders conference was held on March 29, 2000. Proposals are due April 13, 2000.

Updated Southern California ITS Priority Corridor Steering Committee Information and Materials

Vicki asked that if there were any changes to be made to the updated brochure to let her know.

Other

Pam Marston, FHWA, announced that the Evaluation Team has presented Pam with a list of issues that need to be addressed or at least looked at. Issues, observations and things to be looked at make up the list. Pam and Andrew will determine how to approach the Committee and project managers on this issue. John Duve, Chair, asked that a presentation be made to the Steering Committee at the next meeting.

Pam is changing her email address and will let us know what the new one is when she get it.

May 11 and 12 will be more architecture training will be provided. Pam will send out a flyer on the training.

Caltrans and CHP are starting on the TMC management plan update.

4	**Public Comment**

5	**Set Agenda – The Next Regular Meeting of the SC ITS Priority Corridor Steering Committee is <u>MAY 9, 2000.</u>** **The meeting is hosted by Caltrans District 11 and will be held at 401 B Street, Suite 800, San Diego, CA 92101 (SANDAG 619-595-5300).**